SAILING DIRECTIONS CORRECTIONS

PUB 132 10 Ed 2003 NEW EDITION
(NGA) 6/04

PUB 160 2 Ed 2002 LAST NM 5/04
Page 27—Line 55/L; read:
immediately. Any ship finding a SERB should not therefore
(NGA) 6/04

PUB 174 8 Ed 2000 LAST NM 43/03
Page 117—Lines 31 to 34/L; read:

It has been reported that numerous small boats loiter in the TSS; these vessels do not exhibit proper lights. Numerous small vessels and tugs cross the TSS at other than a right angle.

Maritime and Port Authority of Singapore

http://www.mpa.gov.sg/index.html

The Maritime and Port Authority of Singapore (MPA) has advised of the need to put measures in place to combat piracy and armed robbery against ships. Owners and operators are advised to provide guidance and supervision to masters to draw up anti-piracy plans for their vessels. The plan among other things should cover:

1. The need to enhance surveillance and the use of lighting and surveillance or detection equipment;
2. Crew responses if a potential attack is detected or an attack is underway;
3. Radio and alarm procedures to be followed; and,
4. Reports to be made after an attack or attempted attack.

Vessels navigating close to port limits are advised to exercise extra vigilance. In the event of an attack, masters are advised to report to the Singapore Authorities, as follows:

1. Singapore Police Coast Guard:
   a. VHF Radio: Channel 7 or 16
   b. Telephone: 6377-5540/6377-5539
   c. Telefax: 6276-1627
2. MPA's Port Operations Control Center:
   a. VHF Radio: Channel 5, 12, 18, 21, 22, or 68
   b. Telephone: 6325-2493/6325-2494
   c. Telefax: 6224-5776

Shipmasters are also advised to report any suspicious-looking craft to the above authorities.
(PUBS 003/04) 6/04

PUB 193 8 Ed 2000 LAST NM 29/03
Page 135—Lines 18 to 37/R; read:

Pilotage.—The services of a deep sea pilot are strongly recommended for vessels entering the Skagerrak infrequently or constrained by draft. Requests for such pilots should be made 48 hours in advance through DANPILOT or other designated stations.

Regulations.—Denmark has established a voluntary reporting system called SHIPPOS. The object of the system is to ensure the safety of navigation and to reduce the risk of pollution on the Danish coasts and waters that might result from the grounding or collision of oil, gas, and chemical carriers. The system applies to all vessels in Danish waters in the Baltic Sea, including the transit routes. For further information concerning SHIPPOS, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Recommendations for navigating through the entrances to the Baltic Sea and along Route T have been issued by the IMO. For further information concerning these IMO Resolutions, see paragraph 7.6.

Caution.—Several submarine cables, which may best be seen on the chart, extend seaward from the stretch of coast between Hanstholm and Skagen. Some of these cables carry direct current and may cause deflections of the magnetic compass.

Numerous wrecks, some buoyed, lie up to 20 miles offshore along the S side of the Skagerrak and may best be seen on the chart.

Several areas, within which buried mines or aircraft wreckage may exist, lie within the Skagerrak and may best be seen on the chart. Anchoring, fishing, or any other seabed activities are prohibited in these areas.

The entrance channels and harbors located on the S side of the Skagerrak are affected by loose sand, which is swept along the coast by gales, and are subject to silting.
(BA NP 18; Den NM 51/03) 6/04

Page 138—Lines 18 to 58/R; read:

7.6 The Kattegat is the sea area bordered at the E side by a section of the W coast of Sweden extending between Pater Noster Skaren (58˚03'N., 11˚20'E.) and Kullen Light (56˚18'N., 12˚27'E.). Its W side is bordered by a section of the E coast of Denmark extending between Skagen and Bjornsknude (55˚42'N., 10˚02'E.). The S end of the Kattegat is bordered by the N coasts of Sjaelland and Fyn.

The central part of the Kattegat is occupied by the Danish islands of Laeso, Anholt, and Hesselo. These islands are surrounded by banks, shoals, and reefs which extend considerable distances to seaward in some places.

The central islands, banks, and shoals divide the Kattegat into two main channels. The E channel, which is most commonly used, is deeper than the W channel and is less encumbered with dangers.

In winter, when the lighted buoys may be off station, it is not advisable for vessels with drafts of more than 5.5m to use the W channel because of the shoals lying S of Laeso Rende (57˚13'N., 10˚40'E.).

The bottom of the Kattegat consists mostly of fine or coarse yellowish sand. Gravel, usually of a reddish-brown color, is found in places, especially in the E part. Stones of various sizes are found throughout the Kattegat, except in the deeper parts where the bottom is mainly clay covered with mud.

PUB 193 (Continued)

Ice.—The Kattegat and the passages leading S to the Baltic Sea lie close to the boundary between the mild winters of the NW Atlantic and the cold winters of N Europe. During some winters, mild W weather prevails and the entire area remains ice free. During other winters, cold E weather dominates the area and ice, sufficiently thick to restrict navigation for several weeks, is formed.

The ice encountered in the W part of the Baltic Sea is either pack-ice, which drifts in the open sea, or fast-ice, which borders the coast. Icebergs do not occur in this region.

Generally, the ice season begins in January and ends in March, with the majority of ice occurring in February. Due to the differing salinity in the area, the first ice usually forms within, and S of, Store Baelt (Great Belt), Lille Belt (Little Belt), and The Sound before forming in the Kattegat. However, in recent years, it was observed that thin ice formed earlier in the Kattegat than in the passages to the S. This was particularly true with NE and E winds, which cause colder weather on the Swedish coast than farther offshore.

When the formation of ice, in combination with drift ice from the Baltic Sea, fills the greater part of the Kattegat, navigation is impossible without the assistance of an ice-breaker.

Pilotage.—Pilots are provided by the DANPILOT station at Skagen for the North Sea, Kattegat, The Sound, Store Baelt, Lille Baelt, and ports in the Baltic Sea.

Vessels should send a request for pilotage and an ETA though a coastal radio station at least 12 hours in advance with a confirmation 3 hours before arrival. The message should include destination, draft, speed, and pilotage requirements.

The pilot station (Skawpilot) can be contacted by E-mail at danpilot@pilotage.dk.

Pilots can be contacted by VHF and board in positions located about 3 miles N (Skagen 1) and 4 miles E (Skagen 2) of Skagens Light (57˚44'N., 10˚37'E.).

Directions.—Approximate distances from the vicinity of Skagen to Longitude 13˚30'E in the SW approaches to the Baltic Sea through the following routes:

1. Via Store Baelt - 310 miles.
2. Via Lille Bae1t - 340 miles.
3. Via The Sound - 210 miles.

The natural links from the North Sea, through Kattegat, to the Baltic Sea are Store Baelt (Great Belt), Lille Belt (Little Belt), and The Sound. However, the Nord-Ostee-Kanal (Kiel Kanel) provides the shortest link between the North Sea and the Baltic Sea.

Lillebelt, the W route, leads between the E coast of Jylland and the island of Fyn. The fairway channel is narrow and winding in places. It is about 67 miles long and has a controlling depth of 11m (2002).

Store Baelt, the middle route, is used by larger, deep-draft vessels. The fairway channel leads between the islands of Fyn and Sjaelland. It is about 63 miles long and has a controlling depth, via Route T, of 17m (2002).

The Sound, the E route, leads between the W coast of Sweden and Sjaelland. The fairway channel forms the shortest route to the Baltic Sea. It is about 65 miles long and has a controlling depth of 7.7m (2002).

The above routes are described in detail within Pub. 194, Sailing Directions (Enroute) Baltic Sea (Southern Part).

Several designated through routes are situated within the Kaggegat. Route T, the main track, is well marked by navigation aids and is recommended for large vessels. This route leads from the vicinity of Skagens Rev through Store Baelt to position located about 25 miles W of Kap Arkona (54˚41'N., 13˚26'E.). Sections of this track are designated as Deep Water Routes.

Route T.—From a position located about 5 miles NE of Skagens Light (57˚44'N., 10˚37'E.), Route T, the main track, leads about 30 miles SE to No. 3 Lighted Buoy (57˚28'N., 11˚25'E.), which is equipped with a racon. It continues SSE for 45 miles to No. 6 Lighted Buoy (56˚45'N., 11˚53'E.), which is moored off the E side of Anholt and equipped with a racon.

The track then leads SSW for 52 miles. It crosses Route B and passes about 1.5 miles NW of Sjaellands Rev N Light (56˚06'N., 11˚12'E.), which is equipped with a racon. Route A joins this track, about 6 miles SSW of the light, in the vicinity of No. 13 Lighted Buoy (56˚01'N., 11˚05'E.). Route T then continues SW and forms the principal track for large vessels passing through the Samso Baelt and entering the N part of Store Baelt (Great Belt).

Route T divides in the vicinity of No. 16 Lighted Buoy (55˚55'N., 10˚57'E.), which is equipped with a racon.

An IMO-adopted Traffic Separation Scheme (TSS), which may best be seen on the chart, leads 7.5 miles SW from No. 16 Lighted Buoy to No. 20 Lighted Buoy (55˚49'N., 10˚49'E.). An inshore traffic zone lies E and SE of this TSS.

The traffic lanes of the TSS are 800m wide. They have a least depth of 15m and must be used by vessels with a draft of 13m or less.

A designated Deep Water Route, which may best be seen on the chart, leads 5 miles WSW and then 3.5 miles S from No. 16 Lighted Buoy to No. 20 Lighted Buoy. This route, which passes between the S side of Hatter Rev shoal and the N side of Hatter Barn shoal, has a least depth of 19m.

This section of Route T, which has been designated a Deep Water Route, must be avoided by vessels capable, because of their draft, of navigating outside the route.

From No. 20 Lighted Buoy, Route T continues S for 4.5 miles into Store Baelt and passes about 1.3 miles W of Rosnaes Puller Light (55˚45'N., 10˚51'E.).

Route T is available for vessels with drafts up to 17m. However, charted depths may be reduced by as much as 2m due to unknown and moving obstructions. The depths along the track may also be reduced by meteorological conditions. Vessels are advised to contact the local authorities prior to transit for the latest information.

Route B.—From a position located about 5 miles NE of Skagens Light (57˚44'N., 10˚37'E.), Route B leads S for 32 miles, passing W of Laeso, and SSE for 18 miles to No. 6 Lighted Buoy (56˚58'N., 10˚52'E.). It continues SSW for 7 miles to No. B7 Lighted Buoy (56˚51'N., 10˚48'E.).

The track then leads 56 miles SE to No. 10 Lighted Buoy (56˚18'N., 12˚04'E.). It passes SW of Anholt and crosses Routes E, A, and T. From No. 10 Lighted Buoy, Route B leads SE for 18 miles and enters The Sound.

PUB 193 (Continued)

Route D.—From No. 6 Lighted Buoy (56˚45'N., 11˚53'E.), equipped with a racon, Route D leads SSE for 29 miles and joins Route B at No. 10 Lighted Buoy (56˚18'N., 12˚04'E.).

Route A.—From No. 6 Lighted Buoy (56˚45'N., 11˚53'E.), equipped with a racon, Route A leads 34 miles SE to No. 4 Lighted Buoy (56˚24'N., 11˚06'E.). It passes SE of Anholt and crosses Route B.

From No. 4 Lighted Buoy, the track leads 23 miles S and joins Route T at No. 13 Lighted Buoy (56˚01'N., 11˚05'E.).

Route F.—Route F leads 7 miles SW from No. B7 Lighted Buoy (56˚51'N., 10˚48'E.) to No. 2 Lighted Buoy (56˚41'N., 10˚38'E.). It then leads 13 miles SE and SSE to join Route A at No. 4 Lighted Buoy (56˚24'N., 11˚06'E.). This route leads across the Tangen flat and has a controlling depth of only 5m.

Route C.—From No. B7 Lighted Buoy (56˚51'N., 10˚48'E.), Route C leads 33 miles E from Route B to join Route T at No. 5 Lighted Buoy (56˚51'N., 11˚49'E.).

Route E.—From No. B7 Lighted Buoy (56˚51'N., 10˚48'E.), Route E leads 13 miles E from Route B (along Route C) to No. 3 Lighted Buoy (56˚51'N., 11˚12'E.). It then leads 27 miles SSW to join Route A at No. 4 Lighted Buoy (56˚24'N., 11˚06'E.). The track passes W of Anholt and crosses Route B.

All of the above routes and navigational aids may best be seen on the chart. For continuation of these routes, see Pub. 194, Sailing Directions (Enroute) Baltic Sea (Southern Part).

Regulations.—Extracts from IMO Resolutions concerning recommendations for navigating through the entrances to the Baltic Sea are stated below.

Recommendations for Route T:

1. Ships over 40,000 dwt, when passing through the entrances to the Baltic Sea, in view of the fact that 17m is the maximum obtainable depth without dredging in the area NE of Gedser and that the charted depths, even under normal conditions, may be decreased by as much as 2m due to unknown and moving obstructions, should:

   a. not pass the area unless they have a draft with which it is safe to navigate through the area, taking into account the possibility of depths being as much as 2m less than charted, as mentioned above, and additionally taking into account the possible changes in the indicated depth of water caused by meteorological or other effects.

   b. participate in the ship reporting system (SHIPPOS) operated by Government of Denmark.

   c. exhibit the signal prescribed in Rule 28 of the International Regulations for Preventing Collisions at Sea (72 COLREGS) in certain areas of Store Belt (Hatter Rev, Vengeancegrund, and in the narrow route E of Langeland), when constrained by draft.

2. Ships with a draft of 11m or more should, furthermore:

   a. use for the passage the pilotage services locally established by the coastal States.

   b. be aware that anchoring may be necessary due to weather and sea conditions in relation to the size and draft of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.

3. Ships, irrespective of size and draft, carrying a shipment of irradiated Nuclear Fuel, Plutonium, and High Level Radioactive Wastes (INF-cargoes) should:

   a. participate in the ship reporting system (SHIPPOS) operated by Government of Denmark.

   b. use for the passage the pilotage services locally established by the coastal States.

4. Shipowners and Masters should consider the full potential of the new and improved navigation equipment introduced in the revised SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS), when navigating in these narrow waters.

Recommendations for The Sound:

1. Loaded oil tankers with a draft of 7m or more, loaded chemical tankers and gas tankers, irrespective of size, and ships carrying a shipment of irradiated Nuclear Fuel, Plutonium, and High Level Radioactive Wastes (INF-cargoes), when navigating The Sound between a line connecting Svinbaaden Light and Hornbaek Harbour and a line connecting Skanor Harbour and Aflandshage (the S extremity of Amager Island) should:

   a. use for the passage the pilotage services locally established by the coastal States.

   b. be aware that anchoring may be necessary due to weather and sea conditions in relation to the size and draft of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.

2. Shipowners and Masters should consider the full potential of the new and improved navigation equipment introduced in the revised SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS), when navigating in these narrow waters.

For further information concerning SHIPPOS, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Caution.—Several mine danger areas, which may best be seen on the chart, lie within the Kattegat. Anchoring, fishing, and any other seabed activities are prohibited in these areas. The risks to surface navigation in the areas are considered to be no more than the normal marine hazard.

Several submarine cables, which may best be seen on the chart, extend across the Kattegat, between Denmark and Sweden.

Several passenger ferries frequently cross the Kattegat. They run between Goteborg and Frederikshavn, Varberg and Grenaa, and Halmstad and Arhus. High-speed ferries operating between the mainland and Sjaelland may be encountered in the vicinity of Sjaellands Rev N Light (56˚06'N., 11˚12'E.).

(BA NP 18; BA NP 286; Den NM 51/03) 6/04

Page 139—Lines 1 to 59/L; strike out.
(NGA) 6/04

Page 139—Lines 1 to 30/R; strike out.
(NGA) 6/04

COAST PILOT CORRECTIONS

COAST PILOT 1 33 Ed 2003 Change No. 22
LAST NM 1/04

Page 239—Paragraph 308, line 11; read:
west side. A landing is on the south end. A lighted bell buoy is about 0.3 mile south of the southerly island.
(35/03 CG1; LL/03) 6/04

Page 272—Paragraph 175, lines 1 to 3; read:
Pen-Bar Pilots also offer pilotage for the Kennebec ...
(CL 1742/03) 6/04

COAST PILOT 2 33 Ed 2004 Change No. 1
LAST NM 5/04

Page 99—Paragraph 1485, line 1; read:
Vessels 300 gross tons or less, except for foreign vessels ...
(FR 11/10/03; CL 1732/03) 6/04

Page 100—Paragraph 1531, line 7; read:
estimated arrival and departure date for each destination of the voyage.
(FR 11/10/03; CL 1732/03) 6/04

Page 100—Paragraph 1544, line 1; read:
(c) *Seventh Coast Guard District*. Those foreign vessels ...
(FR 11/10/03; CL 1732/03) 6/04

Page 102—Paragraph 1548; read:
(3) Times for submitting NOAs are as follows:

If your voyage time is–	You must submit an NOA–
(i) 96 hours or more; or	At least 96 hours before entering the port or place of destination; or
(ii) Less than 96 hours	Before departure but at least 24 hours before entering the port or place of destination.

(FR 11/10/03; CL 1732/03) 6/04

Page 108—Note 1, line 3; read:
requirements are set forth in §§161.21 and 164.46 of this subchapter. The requirements set forth in §§161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number.
(FR 10/22/03) 6/04

Page 114—Paragraph 1694; read:
(a) Except as provided in §164.46(a)(2) of this part, including §§164.38 and 164.39, this part does not apply to vessels that:
(FR 10/22/03) 6/04

Page 115—Paragraph 1712, line 1; read:
SN/Circ. 227, Guidelines for the Installation of a ...
(FR 10/22/03) 6/04

Page 120—Paragraph 1889, line 1; read:
(a) Until December 31, 2004, each vessel required to provide ...
(FR 10/22/03) 6/04

Page 121—Paragraph 1907, line 2 to Paragraph 1926; read:
operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have a properly installed, operational, type approved AIS as of the date specified:

(1) Self-propelled vessels of 65 feet or more in length, other than passenger and fishing vessels, in commercial service and on an international voyage, not later than December 31, 2004.

(2) Nothwithstanding paragraph (a)(1) of this section, the following, self-propelled vessels, that are on an international voyage must also comply with SOLAS, as amended, Chapter V, regulation 19.2.1.6, 19.2.4, and 19.2.3.5 or 19.2.5.1 as appropriate (Incorporated by reference, see §164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of 50,000 gross tonnage or more, not later than July 1, 2004; and

(iv) Vessels, other than passenger vessels or tankers, of 300 gross tonnage or more than 50,000 gross tonnage, not later than the first safety survey for safety equipment on or after July 1, 2004, but no later than December 31, 2004.

(3) Notwithstanding paragraphs (a)(1) and (a)(2) of this section, the following vessels, when navigating an area denoted in table 161.12(c) of §161.12 of this chapter, not later than December 31, 2004:

(i) Self-propelled vessels of 65 feet or more in length, other than fishing vessel and passenger vessels certificated to carry less than 151 passengers-for-hire, in commercial service;

(ii) Towing vessels of 26 feet or more in length and more than 600 horsepower, in commercial service;

(iii) Passenger vessels certificated to carry more than 150 passengers-for-hire.

Note to §164.46(a): "Properly installed" refers to an installation using the guidelines set forth in IMO SN/Circ. 227 (incorporated by reference, see §164.03). Not all AIS units are able to broadcast position, course, and speed without the input of an external positioning device (e.g. dGPS); the use of other external devices (e.g. transmitting heading device, gyro, rate of turn indicator) is highly recommended, however, not required except as stated in §164.46(a)(2).

COAST PILOT 2 (Continued)

"Type approved" refers to an approval by an IMO recognized Administration as to comply with IMO Resolution MSC.74(69), ITU–R Recommendation M.1371–1, and IEC 61993-2 (Incorporated by reference, see §164.03). "Length" refers to "registered length" as defined in 46 CFR part 69. "Gross tonnage" refers to tonnage as defined under the International Convention on Tonnage Measurement of Ships, 1969.

(b) The requirements for Vessel Bridge-to-Bridge radiotelephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term "effective operating condition" used in §26.06 of this chapter includes accurate input and upkeep of AIS data fields.

(c) The use of a portable AIS is permissible only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board and such that only one AIS unit may be in operation at any one time.

(d) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on an international voyage, must be available for pilot use, easily accessible from the primary conning position of the vessel, and near a 120 Volt, AC power, 3-prong receptacle.

(FR 10/22/03) 6/04

COAST PILOT 4 35 Ed 2003 Change No. 20
LAST NM 51/03

Page 283—Paragraph 149, lines 2 to 3; read:

sound just westward of the overhead power cable which crosses the sound. Several fisheries with gasoline ...

(NOS 12205) 6/04

Page 283—Paragraph 150, lines 3 to 7; read:

the shoals at the mouth of the creek. An overhead power cable just above the mouth has a clearance of 49 feet. **Mackeys** is small town 0.5 mile ...

(CL 1767/03; NOS 12205) 6/04

Page 304—Paragraph 74, line 5; read:

frequently shifted in position. In November 2003, the channel was reported not navigable. An unmarked fish haven ...

(44/03 CG5) 6/04

Page 320—Paragraph 18, lines 7 to 12; read:

light. The bar channel is subject to continual change, and the buoys marking it are shifted frequently to mark the best water, and therefore not charted. In 1998-September 2003, the controlling depth in the marked channel leading northward of the eastern end of Waties Island was 3.0 feet from Daybeacon 10 ...

(BPs 181739-42; LL/03; NOS 11534) 6/04

Page 389—Paragraph 88; insert after:

Federal Pilotage is also available for U.S. flag vessels not under registry and to all U.S. public vessels from Jax Federal Pilots, LLC, P.O. Box 18704, Jacksonville, FL 32229; telephone/FAX 904-757-2411; e-mail, jaxfederalpilot@aol.com; website, www.JaxFederalPilot.com.

The Jax Federal Pilot boarding area is about one mile E of and in the vicinity of St. Johns Lighted Whistle Buoy STJ (the sea buoy). Boarding ladder should be rigged as per SOLAS regulations 6 feet above the water on the vessels lee side. Boarding speed is requested to be 6 to 8 knots. Tugs are often boarded on the lee quarter deck at a safe speed. The pilot station monitors VHF-FM channels 16, 13, and 66A and works on 66A USA. The pilot boat is 28 feet displaying an International Code Flag HOTEL by day, and a white light over a red light by night.

Vessels are requested to report their estimated time of arrival (ETA) at St. Johns Lighted Buoy STJ and their deepest freshwater draft. ETA notice of 72, 48, 24, 12, and 2 hours is requested. Arrangements can be made by telephone/FAX at the above number or e-mail.

(CL 1855/03) 6/04

Page 461—Paragraph 132, lines 4 to 5; read:

connect the waterway with Little River Inlet. In August 2003, a controlling depth of 5.4 feet ...

(BPs 181743-45) 6/04

Page 461—Paragraph 141; read:

At **Mile 358.3**, a fixed highway bridge with a clearance of 65 feet crosses the waterway.

(CL 1392/03) 6/04